

Schedule

Community members will have an opportunity to provide input through both in-person and online open houses during design and environmental review in 2020.

Feasibility Study 2017 <i>Completed</i>	Design/Environmental Review 2019–2021			Right-of-Way 2021–2022	Construction 2022–2023
	Alternative Evaluation <i>September 2019–June 2020</i>	Preferred Alternative Selection <i>Summer 2020</i>	30% Design Completion <i>Summer / Fall 2020</i>		
	DECEMBER–MARCH Property owner briefings Community briefings and presentations	Property owner briefings Community briefings and presentations	Property owner briefings Possible community briefings and presentations		
	APRIL Online open house, survey, and presentation	Online and in-person open house	Possible online and in-person open house		

Projected Project Costs

Design	\$2.8–3.8 million
Right-of-Way	\$1.5–2.1 million
Construction	\$18.1–24.9 million
TOTAL PROJECT COST	\$23–30.2 million

The City has secured \$10 million in federal, regional, and county funding. With a total project cost currently estimated at \$23–30.2 million (costs will be further refined during the design process), the City continues to actively seek funding to complete construction.

Contact Information

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 206-801-2475

FOR ADDITIONAL PROJECT INFORMATION, VISIT

shorelinewa.gov/148thbridge

Translation Services

If you would like to communicate with the City of Shoreline or review a document in another language, please send your request along with your contact information to clk@shorelinewa.gov or call 206-801-2700.

Si quisiera comunicarse con la ciudad de Shoreline o revisar un documento en otro idioma, envíe su solicitud junto con su información de contacto a clk@shorelinewa.gov o llame al 206-801-2700.

如果您想與 City of Shoreline 進行交流或檢視以另一種語言提供的文件，請將您的請求連同您的聯絡資訊發送到 clk@shorelinewa.gov 或請致電 206-801-2700。

City of Shoreline에 연락하고 싶거나 다른 언어로 된 문서를 검토하려면 연락처 정보와 함께 요청서를 clk@shorelinewa.gov 로 제출하거나 206-801-2700번으로 전화해 주십시오.

Nếu quý vị muốn liên hệ với Thành phố Shoreline hoặc đọc tài liệu bằng ngôn ngữ khác, vui lòng gửi yêu cầu cùng với thông tin liên hệ tới địa chỉ clk@shorelinewa.gov hoặc gọi 206-801-2700.

Kung gusto mong makipag-usap sa Lungsod ng Shoreline o suriin ang isang dokumento sa ibang wika, pakipadala ang iyong kahilingan kasama ng iyong impormasyon sa pakikipag-ugnayan sa clk@shorelinewa.gov o tumawag sa 206-801-2700.

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N 148th Street Non-Motorized Bridge

A ped/bike bridge connecting people to neighborhoods and regional transit

Project Overview

The City of Shoreline is growing and changing. With the arrival of Sound Transit light rail, the new Shoreline South/145th Station for light rail and bus transit, and new development, residents need new ways to connect to these growing services and facilities and to an expanding pedestrian and bike network. To meet this need, we plan to build a new pedestrian and bike crossing over Interstate 5 (I-5) at N 148th Street.

The bridge will provide a vital new ped/bike connection over I-5, improve safety, reduce travel times, and improve access to regional transit at the future Shoreline South/145th Station.

In 2016 and 2017, City staff did a study to evaluate and recommend locations for this connection over I-5. They estimated that the location at N 148th Street would cost the least to construct, likely draw the most users, and, of the routes possible, provide the shortest and most direct access to the Shoreline South/145th Station.

Location

The new bridge will stretch across I-5 at N 148th Street, be wide enough to accommodate pedestrians and bicyclists, and comply with Americans with Disabilities Act (ADA) standards.

Public input will be essential to the design of the bridge and how the west trail connection and east bridge landing look, function, and integrate into the communities on both sides of I-5. We'll be seeking community feedback to inform design of these three elements:

- ▶ **BRIDGE SPAN OVER I-5:** What type of bridge will be built?
- ▶ **EAST BRIDGE LANDING:** How will the bridge connect to the new transit center on the east side of I-5?
- ▶ **WEST TRAIL CONNECTION:** How will the bridge connect to 1st Avenue NE?

Project Area Map



Key

- N 148th Street Non-Motorized Bridge
- Link light rail tracks
- Shoreline South/145th Station (including light rail, bus zone, passenger drop-off, parking garage, and pathways)

Not to scale



Bridge Options

Bridging East and West. The bridge will be wide enough for pedestrians and bicyclists and built to comply with Americans with Disabilities Act (ADA) standards. Each design can be built largely off-site, minimizing construction impacts over I-5.



OPTION 1: COMBINED ARCH BRIDGE

This option would include a major arch over I-5 and smaller arch on the west side of the bridge. The arches would have steel support pieces overhead and vertical support pieces made of either cable or steel. The throw barrier would be attached to the inside of the vertical support pieces to prevent things from falling onto interstate below.



OPTION 2: TIED ARCH BRIDGE

Two side-by-side arches would tilt toward each other with attached supporting cables. The cables would create more space and light than other options. The throw barrier could be attached on either side of the cables to prevent things from falling onto interstate below.



OPTION 3: TRUSS BRIDGE

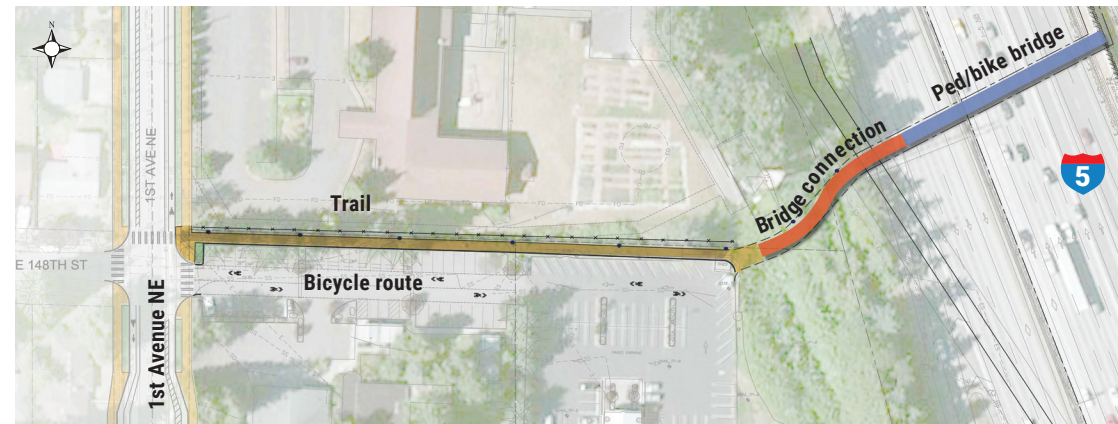
A truss bridge has connected pieces that form a triangle or "truss." At its highest point, the bridge will be slightly lower than the other options. The throw barrier would be attached to the inside of the trusses to prevent things from falling onto the interstate below.

DESIGN OPTIONS

For each part of the project design, the project team is reviewing several options. The team will select a preferred alternative later this spring based on technical needs and community input.

West Trail Connection Options

Neighborhood Connections. The west approach will improve pedestrian/bike connections between the bridge and 1st Avenue NE. Both options will include close coordination with neighbors to minimize disruptions.

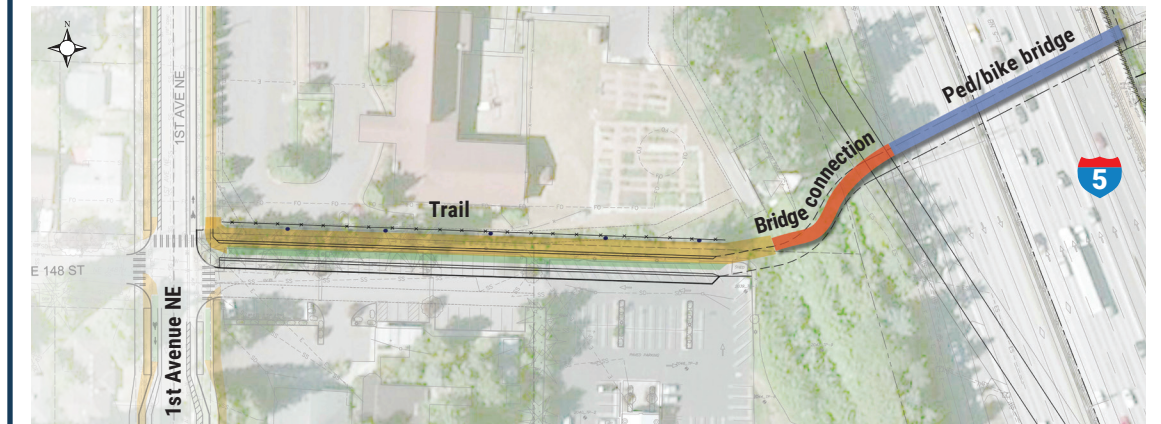


OPTION 1: MINIMAL BUILD-OUT

This option includes an 8-foot trail to connect 1st Avenue NE and the bridge. It preserves existing parking in the church lots.

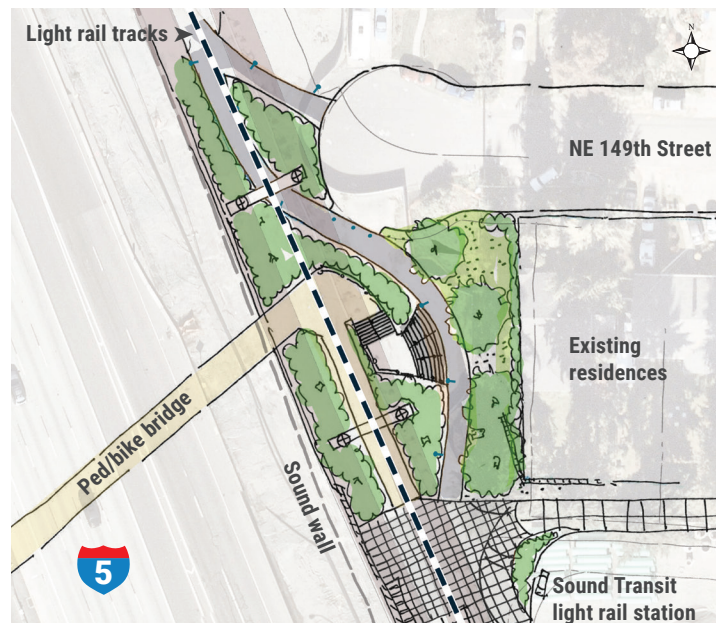
OPTION 2: FULL BUILD-OUT

A 16-foot shared path and planted buffer connects an improved 1st Avenue NE to the bridge. This option means the City would have to access additional property from the adjacent churches.



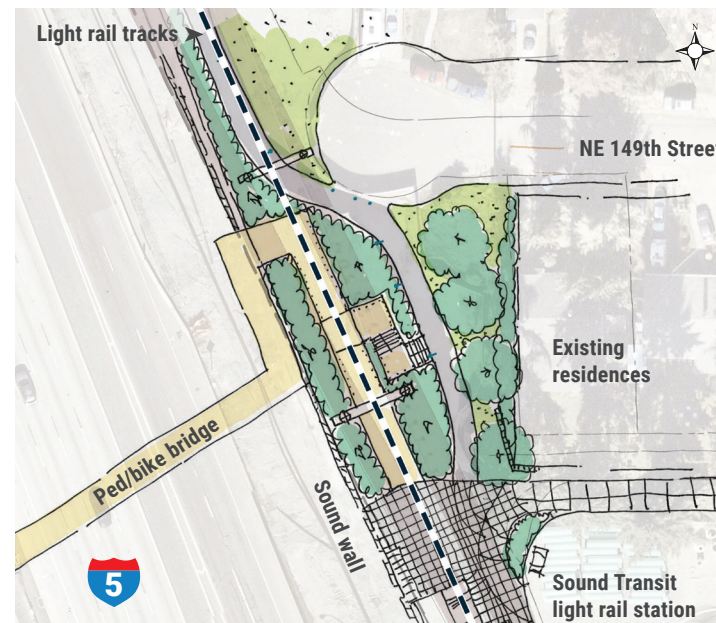
East Bridge Landing Options

Accessing New Transit. The east landing leads under the light rail tracks to connect to the new station and future Trail Along the Rail. All options include a permanent sound wall along I-5.



OPTION 1: A-FRAME RAMP

Sound Transit light rail tracks will run above the ramp and stairs to the station. At its lowest point, the clearance between the bridge and light rail tracks is approximately 8 feet.



OPTION 2: SWITCHBACK RAMP

A switchback that allows for a more gradual ramp (approximately 4% grade) and stairs connect to the light rail station. At its lowest point, the clearance between the bridge and light rail tracks is slightly over 9 feet.



OPTION 3: DIRECT RAMP

This design provides more direct access to the light rail station and future Trail Along the Rail. At its lowest point, the clearance between the bridge and light rail tracks is between 8.5 and 9 feet.